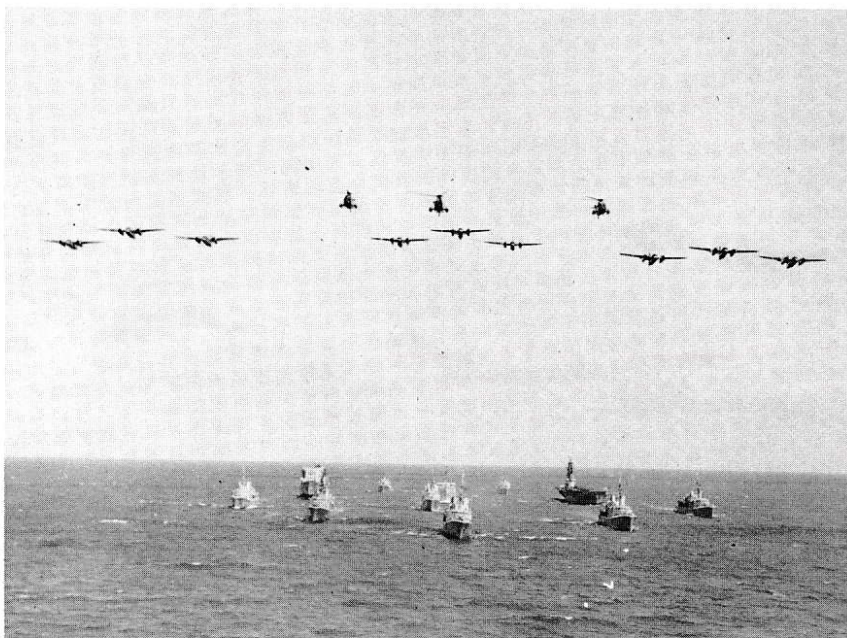




MARITIME FORCES PACIFIC



MARITIME FORCES PACIFIC



Ships and aircraft of Canada's Maritime Command on annual MAPLESPRING ASW (Anti-submarine Warfare) exercises.

Welcome to Dockyard! Ahead of you is Esquimalt Harbour - home port of the Maritime Command Pacific. We hope that your visit here will be one of enjoyment and interest—and that you will gain a wider knowledge of the ships, aircraft and facilities of Maritime Command.

In January 1966, headquarters of the integrated Maritime Command was established at Halifax with a Pacific sub-command at Esquimalt, B.C. Approximately two-thirds of the maritime force is on the east coast. Our forces consist of squadrons of first line anti-submarine destroyer escorts and helicopter-destroyers, support ships, submarines and a number of auxiliary craft. The Maritime Air Forces include four squadrons of Argus anti-submarine aircraft, one squadron of Tracker anti-submarine aircraft and one squadron of Sea King anti-submarine helicopters, in addition to support and utility air squadrons.

From both coasts, we operate highly trained, well-balanced teams of operational and training ships and aircraft, backed up by manning, logistics and maintenance facilities on shore.

We of the Maritime Command are proud of our part and role in Canada's defence. We trust that you will understand and approve this pride.

Canada's Maritime Command, with its headquarters in Halifax, embraces the anti-submarine warfare forces of the Canadian Armed Forces. It directs all sea and maritime air forces on the Atlantic and Pacific coasts together with their logistics and administrative support facilities.

The Commander Maritime Command holds the additional appointment of Commander of the Canadian Atlantic Sub-Area under NATO's Supreme Allied Commander Atlantic.

The Deputy Commander Maritime Command with the title of Commander Maritime Forces Pacific has his headquarters at Esquimalt, in order to facilitate direction and control of ships and aircraft based on Canada's west coast.

Maritime Command's role is to provide Canada with combat-ready sea and air forces required to meet defence commitments, primarily in the anti-submarine field. In addition, the command is responsible for the provision of sea-lift in support of Mobile Command and for operational training of its own forces and the immediate support services attached to the Command.

The Command is also responsible for the co-ordination of search and rescue operations in the Atlantic and Pacific regions.

Forces allocated to the Maritime Command are: destroyer escorts, helicopter destroyers, submarines and fleet replenishment ships as well as a utility squadron and experimental squadron based at Canadian Forces Base Shearwater, N.S., and a utility squadron at Patricia Bay, B.C. In addition there are two major bases at Halifax and Esquimalt to Support the operational forces and numerous smaller stations with specialized functions.

C F B ESQUIMALT



DOCKYARD



CFB ESQUIMALT, circa 1960. Dockyard is in the foreground and Naden is in the upper right-hand corner.

Canadian Forces Base Esquimalt came into being on 1 April, 1966. The formation of this base was one of the organizational changes included in the programme to integrate the Canadian Forces. The base was created by amalgamating administrative (HMCS Naden) and support (HMC Dockyard) activities serving units in the area. The names "Dockyard" and "Naden" are still used with the main title to designate either the Command or the Training areas.

The primary role of CFB Esquimalt is to provide accommodation, messing, administration, technical and comptroller services to support units and formations located in the base area. The scale of support services is specially tailored to meet the needs of each individual unit. In order to fulfill this role, CFB Esquimalt is staffed by military and civilian personnel.

The headquarters of CFB Esquimalt is located in Esquimalt, B.C. in addition, other military establishments included in the base complex are the Fleet School, Canadian Forces Hospital. Physical and Recreational Training Facilities and numerous training establishments.

The road down which you have just travelled, to reach the main gate of Dockyard, is Esquimalt Road. It was originally cut and roughly surfaced by the men of HMS Thetis to become the first overland route between Victoria and Esquimalt. Prior to the road being built travel to Victoria was made by sea in small boats. The drowning of an officer and two ratings from HMS Thetis by a sudden squall in 1852 prompted the blazing of the first and very necessary road to Victoria.

Esquimalt Harbour, as a Naval Harbour, was not utilized until 1846 when four English warships arrived to act as buffers during the controversial Oregon Boundary Dispute. Up until this time there was only one warship maintained on this station.

The shore establishment began as a result of the Crimean War of 1854-1856. With the return to San Francisco of the English and French casualties from Russian Territory, the necessity of a northern station, especially a hospital, became evident.

Prior to the second assault on Russian Territory in 1855, we find that the British Admiralty had authorized the Hudson's Bay Company to purchase seven acres of land and build three huts on Duntze Head.

These "Crimean Huts", completed in 1855, were to become the station's first hospital. The building of these huts cost almost £1000, which was considered excessively high by the Admiralty. It was not until August 2, 1857, that the Admiralty finally accepted the huts and began what was to become the home of the Royal Navy's Pacific Squadron, the Royal Canadian Navy's Pacific Squadron and the present day home-port of the Canadian Armed Forces, Maritime Command Pacific.

The San Juan and Gulf Islands Dispute of 1859 further emphasized the need for a northern military station. In 1862, the hospital on Duntze Head was relocated across the harbour at Skinners Cove. The former hospital buildings then became available for the storing of provisions.

In 1865 the Royal Navy officially established Esquimalt Harbour as a Naval Harbour and Depot. As in the case of the bases at Halifax, the naval base at Esquimalt was transferred to Canada in 1910 under authority of the "Naval Establishments in British Possessions" Act.

Today, CFB Esquimalt is the site of "Dockyard", "Naden", Canadian Forces Warrant Officer Training School and Fleet School. The shipbuilding firm of Yarrows Ltd and one of the world's largest drydocks are situated in the immediate vicinity.

Dockyard, a strip of waterfront on the eastern side of Esquimalt Harbour, comprises major buildings for offices, ships, canteens and fire halls. Included are berthing facilities for vessels up to cruiser class as well as its own drydock capable of handling ships up to destroyer size.

It is under the control of the Base Commander, CFB Esquimalt, who is also Commander Technical Services Pacific, but is principally staffed and operated by civilian employees. The Dockyard is organized in two branches-Ship Repair and CFB Esquimalt.

The ship repair unit is capable of providing complete service to combatant ships including support for modern and sophisticated electronics and weapons equipment.

Supply and support services for a large and complex base are largely concentrated in the Dockyard-Naden area.

While its role is still primarily service to the fleet, this is extended, as required, to other units of the Armed Forces.

The navy's utility aviation squadron, VU-33 at Patricia Bay, near Sidney, B.C., a unit of Maritime Command Pacific, provides air support for armed forces units on the Pacific Coast. Since it came into being in November 1954, this squadron's aircraft have been engaged in weapon testing at the Nanoose underwater weapons range near Nanaimo, fleet support for ships of Maritime Command, ground support for Princess Patricia's Canadian Light Infantry and in search and rescue operations.

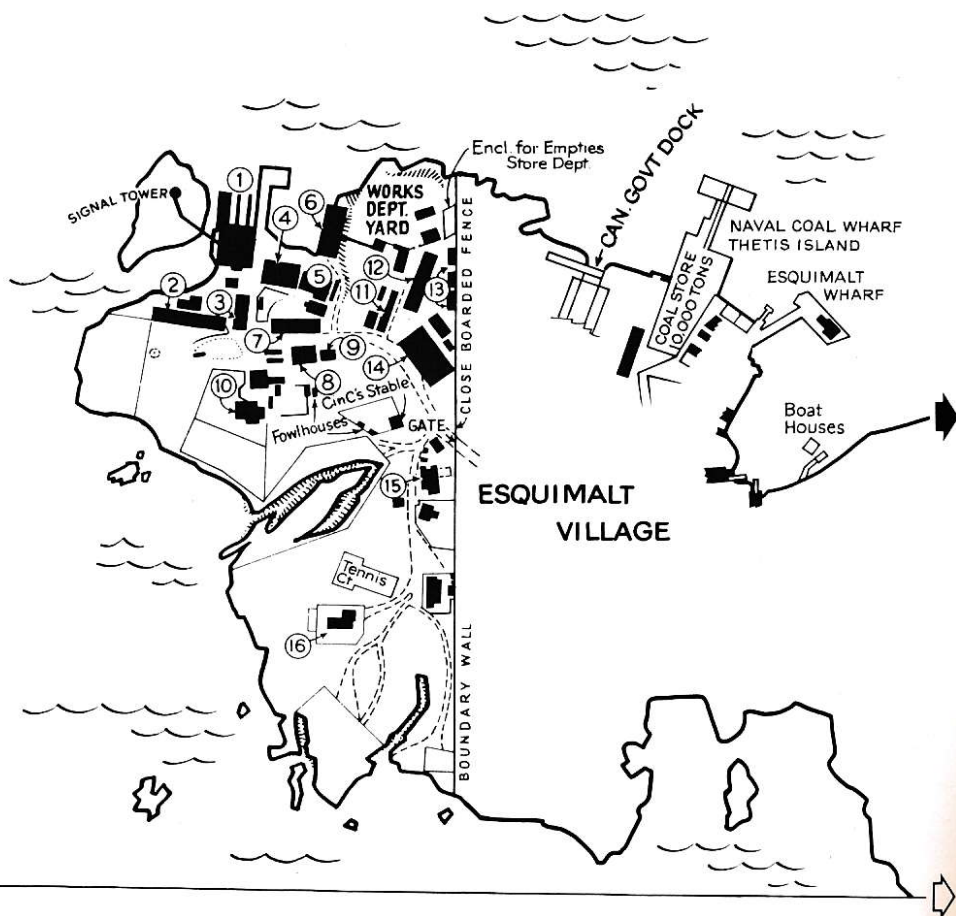
At present, the squadron is equipped with CS2F anti-submarine Trackers and T-33 "Silver Star" jet trainers.

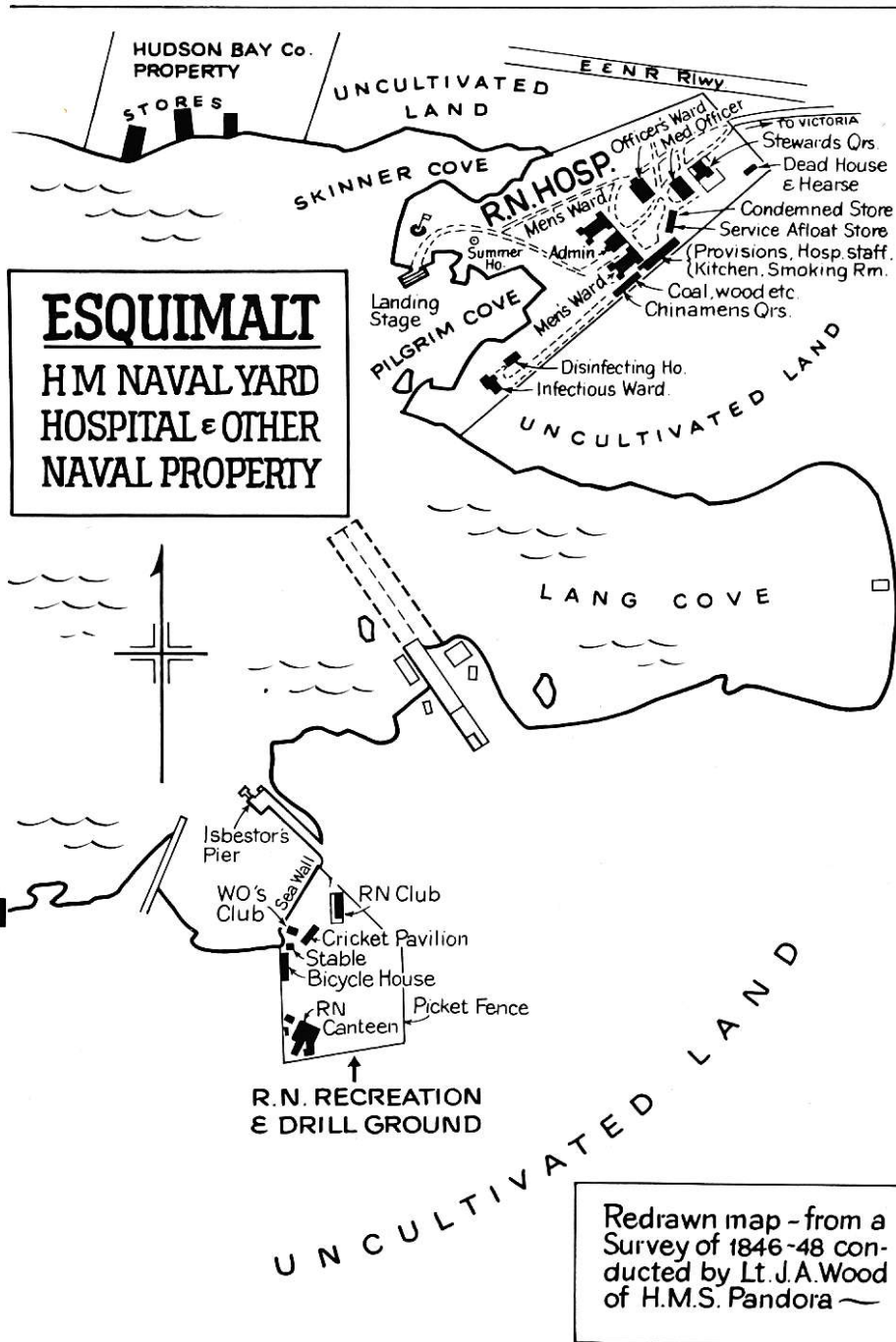
The maintenance of our Pacific fleet, as you can well imagine, is a king-sized job. This is the role of Dockyard. In this small but compact area, shops and other support facilities of the Canadian Armed Forces and civilian personnel keep the ships in an efficient state of readiness.

Many of the old red brick buildings that you will see on our tour through the Dockyard were built at the turn of the century. Above the doorways of some of these buildings appear dates almost a century old.

As we proceed up the main road of Dockyard you will notice the large building on your left. This is the Supply Department and all of the supplies received by the Command are administered and controlled through this building. The actual materials are contained in various buildings throughout the establishment; some of which are specifically fitted or equipped to store certain commodities.

- | | |
|--|----------------------------|
| ① TORPEDO BOAT HOUSES & SLIPS | ⑩ OFFICES |
| ② SAIL LOFT & OIL STORE | ⑪ DINING SHED |
| ③ SHIPWRIGHTS SHOP & SPAR SHOP | ⑫ IRON & LUMBER STORE |
| ④ CORDAGE & FURNITURE STORE | ⑬ WORKSHOPS & STORES |
| ⑤ VICTUALLING STORE | ⑭ FACTORY |
| ⑥ STOREHOUSE | ⑮ PRISON |
| ⑦ ORDNANCE STORE | ⑯ CHIEF ENGINEERS QUARTERS |
| ⑧ RUM STORE | |
| ⑨ SALT MEAT STORE &
VICTUALLING OFFICES | |





The next building on your left, is the food department known as the Ration Control Section. This building supplies ships and Department of National Defence Establishments with all of their food requirements. The building is equipped with modern cold storage facilities for frozen foods, dairy and fresh produce.

To your right is the Department of National Defence Fire Station. The Naval Fire Service first began in 1866 with the arrival of its first fire engine. It was supplemented with a second engine two years later. These large engines, both hand machines, required a large number of men to move them.

The manning of the engines was dependent upon the presence of some of the squadron in harbour. The fire department was virtually helpless when there were no ships in port. Fire exercises, when held, required the presence of all the able-bodied residents of the Dockyard, including the Marine guard.

The present day fire station is manned 24 hours a day, 7 days a week. It is equipped to handle any fire emergency in the immediate area. The fire-fighting personnel are justifiably proud of the fact that they have won a number of National Awards within the Department of National Defence Fire Fighting Service over the past several years. These men are also responsible for the equipment and manning of the harbour Fire Boat which is located between "B" and "C" jetties.

During World War II, the Dockyard was known as HMCS Givenchy. To your left is what was once Givenchy Barracks. In 1954, with the addition of more buildings, it was recommissioned as HMCS Venture and became the "Naval Officers' Training School". With the influence of integrated forces its name was later changed to "Canadian Forces Officer Candidate School". Since the School's beginning a large number of Naval and Air Officers have taken their basic training here. In the winter of 1970 the school was relocated at CFB Chilliwack on the B.C. Mainland. In the fall of 1970 these buildings again rang with the sounds of higher learning in the form of the Canadian Forces Warrant Officer's School.



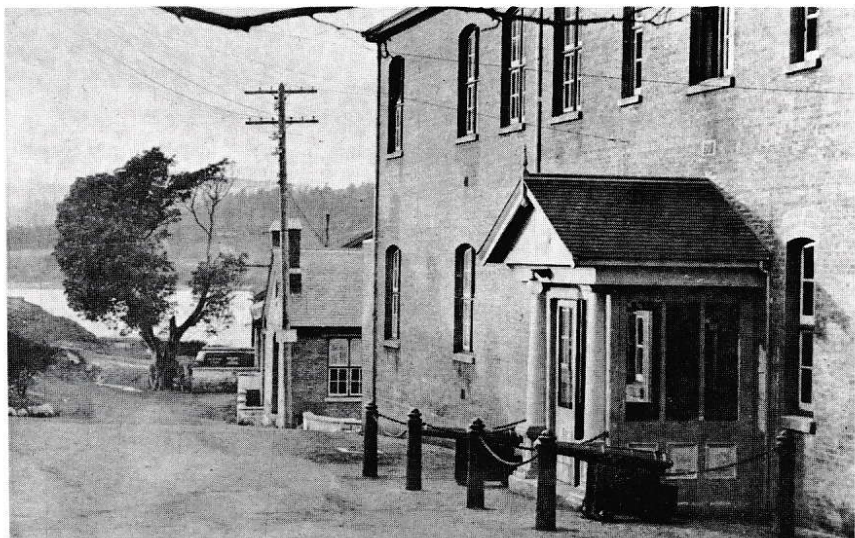
The Stone Cairn that you see on your left was built and unveiled in 1965 to commemorate the 100th birthday of this area as a Naval Base. Sealed inside the Cairn are a number of items of interest including old pictures which compare the Dockyard of 1880 to 1924 with the Dockyard of 1965. This Cairn also marks the site of the original Gate and Fire Bell Post of 1901. The Fire Bell Post, which was located across the road from the Cairn, not only signalled the occasion of a fire, but rang the hours of work for the Dockyard workers in much the same manner as the present day Dockyard Whistle.

Across the road, to your right, are the offices of the Commander, CFB Esquimalt. Looking towards the roof you will notice the two flags. The one on the left is the flag of the Canadian Armed Forces. The one on the right is the flag of the Commander. The administration of the Commander's offices encompasses not only the Dockyard area but the Naden area across the harbour as well. The Base employs more than 3000 civilian and about 700 service personnel with a monthly payroll of approximately three million dollars.

The small building on your left is the Canadian Forces Mail Office. It is staffed by personnel of the Canadian Postal Corps, whose job is to receive and distribute all mail for ships and shore facilities of the Command.

To our right and in front of us, you will notice a flag flying above the ivy-covered brick building. This flag signifies the rank of the Commander, Maritime Forces Pacific. This structure houses the offices of the Commander and his staff officers. The Commander is the Senior Canadian Forces Officer in British Columbia and he resides in "Admirals House".

Next to the Flag Building is the Operations Control Centre of the Command. Here are located the Operations Room (which can be described as the "nerve centre" of the Command), a large and complex Communications Department and other operational facilities. The Rescue Coordination Centre, moved from Vancouver in 1970, is located on the upper floor.



Entrance to the Royal Naval College of Canada (1918-1922)

This building, originally used as a gunnery building, was established as the Royal Naval College of Canada in 1918 shortly after the Royal Naval College in Halifax was wrecked by the explosion of 1917. The Defence Budget cutback of 1922 necessitated the choice of having either a Naval College or two sea-going training Destroyers operational. Since there was not much future in having naval officers if these officers did not have ships to command, the building, as a college, was subsequently closed.

Across the road from the Operations Centre are buildings 75 and 76 - the rum stores. These buildings were originally constructed in 1895-1896. To our knowledge, these are the only buildings in Dockyard that were constructed for the sole purpose of storing rum and are still utilized in that capacity.

The area that we are now in is called Duntze Head. It is here that the story of the Naval Base actually begins. The Hydrographic Survey of 1847, which gave us most of the names found around the harbour, was conducted by Lt. J. Wood, Commander of the Survey vessel HMS Pandora. The majority of the names come from the officers and 14 midshipmen of HMS Fisgard who helped conduct this survey. Duntze Head, originally known as Perry Point, is named after the Commander of the frigate Fisgard, Captain J. A. Duntze.

The Fisgard was also one of the original four warships sent here during the Oregon Boundry Dispute.

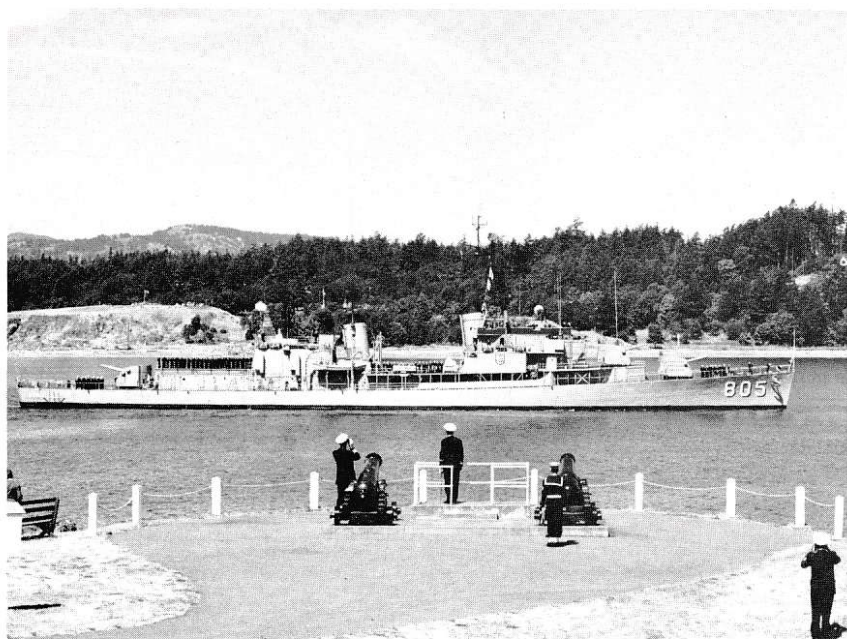
Looking towards the harbour entrance you see the Saluting Base. It is used on certain occasions during the arrival and departure of warships. The plaques on the carriages of the cannons describe both their characteristics and their origin.

We will now proceed to the Duntze Head Battery for an introduction to the Coastal and Harbour Defence Systems. Upon leaving the Battery we will continue down to the Saluting Base to see other points of interest around the harbour and view the cannons.

As you can well imagine, with a harbour this size and in as strategic a position as this one, it was of great importance that it be strongly defended. From the first, the safety of Esquimalt Harbour's coal supply was essential for the offensive power of the men-of-war on the station; hence, from 1860, the defence of Esquimalt Harbour became in reality the protection of the coaling station. At that time the coal store was located on Thetis Island where "C" jetty now stands.

In 1862 the possibility that Britain would become embroiled in the American Civil War resulted in the first, albeit meagre, steps taken to fortify Esquimalt. The Admiralty sanctioned the building of a temporary powder magazine and earthwork gun emplacements on Duntze Head, where you now stand. The work began in September of the same year with the installation of sixteen sixty-four pounders which had been surplus from ships in the Harbour, and some old thirty-two pounders.

No further work was done on harbour defence until the Russian scare in 1878. At this time earthwork defences were constructed and two sixty-four pounder muzzle-loading guns

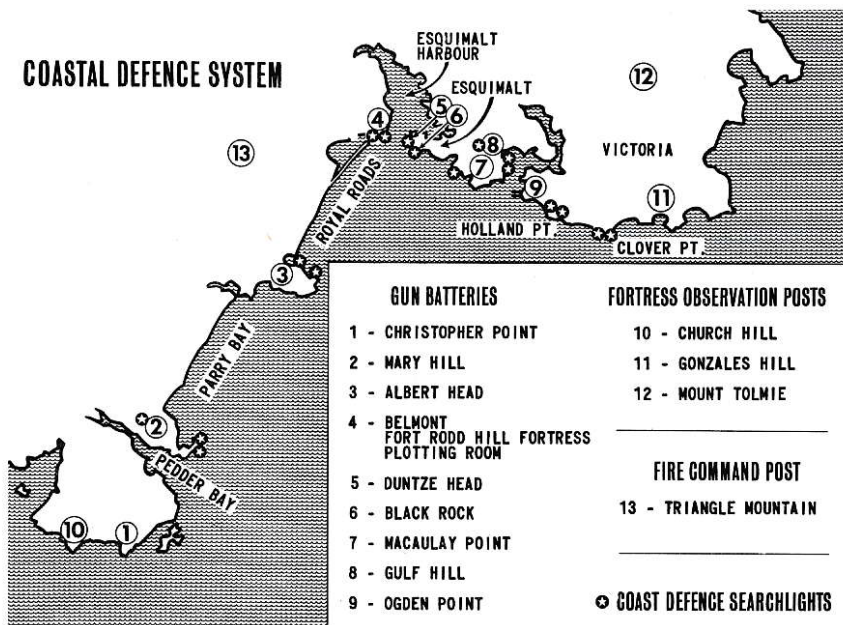


Ships from all countries around the world are frequent visitors to Esquimalt Harbour. Aside from carrying out exercises with the Canadian Forces, Victoria is also a popular port-of-call.



were installed on Brothers Island, which is the large island located on the left as you approach the main gate of Dockyard. The necessity for this Battery meant the moving of the Naval Cemetery, then located on the island, to its present day position near "Naden".

Harbour Defence was further built up in 1885 with the arrival of two new first-class torpedo boats which were towed into harbour by HM Cruiser "Satellite".



Throughout the following years, many additions were made to harbour and coastal defences. Directly across the harbour entrance is Fort Rodd Hill, now a National Historic Park. During the time of operation, Fort Rodd Hill accommodated three Coast Artillery Batteries. They were: Belmont Battery, to the left just underneath the tall observation tower, which manned 2 twelve-pounder guns, Upper Battery, to the right and not visible because of the trees, which manned 1 six-inch gun, and Lower Battery, which stood beneath the flagpole flying the Union Jack, which manned 2 six-inch guns. (The Union Jack is flown to show that Fort Rodd was originally a British base).

Fort Rodd Hill, Duntze Head, and Black Rock (which is between here and Brothers Island) formed the major harbour defences, until well after World War II when they were immobilized. These were three of the batteries which constituted the Coastal Defence system. Duntze Head, which was converted from an earthwork battery to its present concrete state in 1896, and Black Rock Battery (1899), manned two twelve-pounder Q.F. (Quick Firing) guns to provide an effective fighting range of up to 4,000 yards. The largest guns on this coast were installed on Signal Hill in 1912-1913. These were 9.2 inch breech-loading guns which were eventually relocated to Albert Head in 1939.

At all Q.F. batteries, searchlights were mounted so that covering fire could be brought to bear by night as well as by day, over the shore-controlled submarine minefield, which in time of war, could be laid to protect the approaches to Esquimalt Harbour.

Following the attack on Pearl Harbour the defences at Esquimalt were expanded and strengthened. It was the first Canadian harbour to be equipped with anti-submarine net defences. The existing dockyard was already fully occupied, and the expansion program necessitated the Naval Service taking over the area known as "Esquimalt Village", east of the Dockyard. On the site were a foundry, a hotel and a number of cottages, some of which were demolished.



DUNTZE HEAD BATTERY

With World War II twin 6-inch mounting. The tall observation tower, now removed, was located behind the mounting and anti-bombardment shield. The magazine to the right of the mounting and the buildings behind have also been removed.



By the end of World War II, the coastal defences of Victoria-Esquamalt included gun batteries at: Christopher Point, Mary Hill, Albert Head, Belmont, Duntze Head, Black Rock, Macaulay Point, Golf Hill, Gonzales Hill and Mount Tolmie; a Fire Command Post on Triangle Mountain, a Fortress Plotting Room at Fort Rodd Hill, and a chain of seventeen coastal defence searchlights stretching from William Head to Clover Point.

Due to present day technical advances, the shore based gun batteries were declared obsolete in 1956, and have remained unused since then.

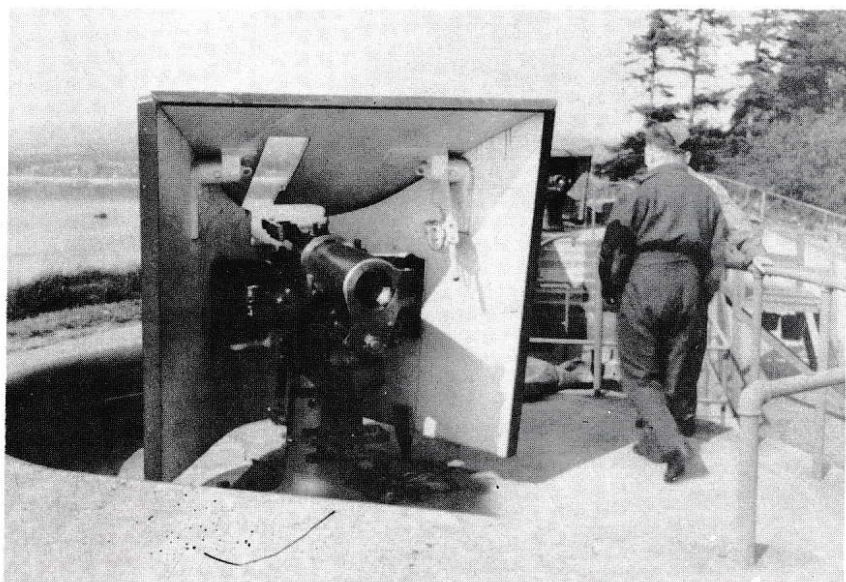
In 1962, Fort Rodd Hill area was transferred to the Department of Indian Affairs and Northern Development, and is slowly being restored to its original state. With diligent research and using modern museum techniques, the history of the Victoria-Esquamalt Coastal Defences is being revealed in this restorative undertaking.

Looking out through the harbour entrance and up the Straits of Juan de Fuca, we see Race Rocks. Race Rocks Lighthouse and the one directly in front of us were the first lighthouses to be built on this coast. Having been shipped from England, around the Horn, and reconstructed, brick by brick, on their present positions in 1860, these lighthouses still operate today as navigational aid to ships at sea.



BLACK ROCK BATTERY

With two twelve-pounder quick firing guns. These guns have since been removed and a naval 3-inch 50 calibre mounting has been installed for training in conjunction with naval gunnery radar. This area is now part of Fleet School Esquimalt.



The light from Fisgard Lighthouse, directly in front of us, can be seen for 10 miles on a clear night. The beaming light is located 70 feet above mean high water level. The automatic equipment which operated the light today was installed in 1929. Race Rocks Lighthouse still retains a Lighthouse Keeper and an Assistant.

Due north of here, in the area known as Seaward Defence, is located Oriole Squadron. HMCS Oriole, the only commissioned sailing vessel of the Canadian Armed Forces, and her squadron of escort vessels are berthed here when in harbour. Next to Seaward Defence are the Mooring Base Facility, the Fleet Diving Unit (Pacific) and various ships held in reserve.

SAILING TRAINING YACHT

HMCS Oriole was built in 1920 in a Toronto shipyard and completed in Boston. During the Second World War, the Oriole was used as a training vessel on the East Coast of Canada. After the war, she was employed for new entry and seamanship training purposes. She was commissioned HMCS Oriole in June 1952, and in August 1954, sailed to the Pacific Coast where she became a tender to HMCS Venture, the Navy's Officer Training establishment. She has been used for cadet training since that time.

Length	
(overall):	90'
Beam:	19'
Draught:	10' 3"
Displacement:	90 tons
Accommodations:	24

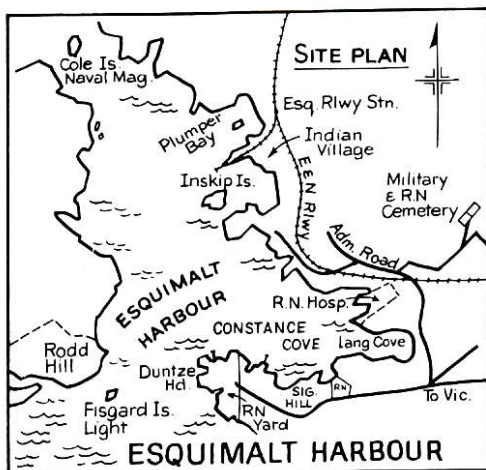


Farther up the harbour, and at the foot of Six-Mile Bridge, can be seen Cole Island, on which, in 1860 a Naval Magazine was established, providing munitions for the fleet up until 1938 when it was moved to the Colwood area behind the Fleet Diving Unit. In 1955 the Naval Magazine was again moved, this time completely out of the harbour, to its present position at Rocky Point near Race Rocks Lighthouse.

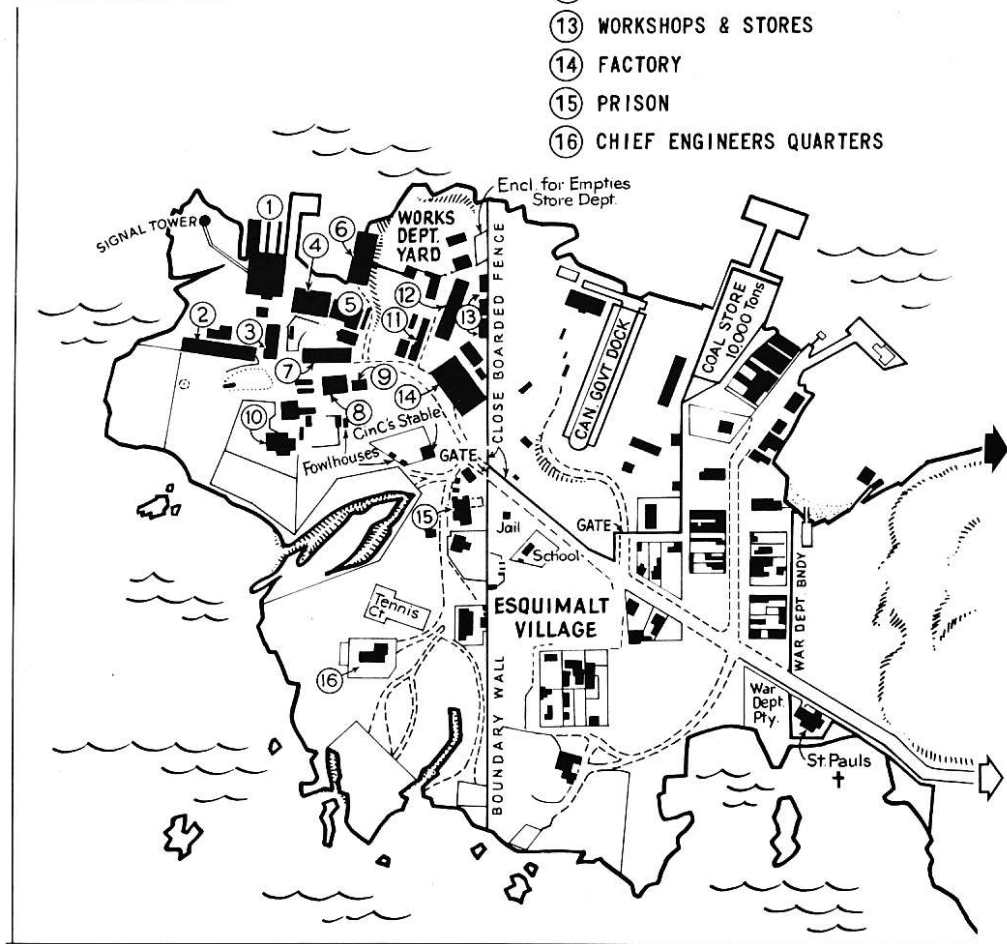
Continuing to the right and now directly in front of us is Bickford Tower. This communication tower, built in 1901, was named after Rear-Admiral R.A. Bickford who was then Commander-in-Chief, Pacific, of the Royal Navy. The Tower was used extensively for communication purposes at the outbreak of war in 1914.



These buildings were used for shell storage and constituted just three of the many munition buildings on the island. A complete layout of Cole Island can be found on the 1903 map on the following page.



- ① TORPEDO BOAT HOUSES & SLIPS
- ② SAIL LOFT & OIL STORE
- ③ SHIPWRIGHTS SHOP & SPAR SHOP
- ④ CORDAGE & FURNITURE STORE
- ⑤ VICTUALLING STORE
- ⑥ STOREHOUSE
- ⑦ ORDNANCE STORE
- ⑧ RUM STORE
- ⑨ SALT MEAT STORE & VICTUALLING OFFICES
- ⑩ OFFICES
- ⑪ DINING SHED
- ⑫ IRON & LUMBER STORE
- ⑬ WORKSHOPS & STORES
- ⑭ FACTORY
- ⑮ PRISON
- ⑯ CHIEF ENGINEERS QUARTERS

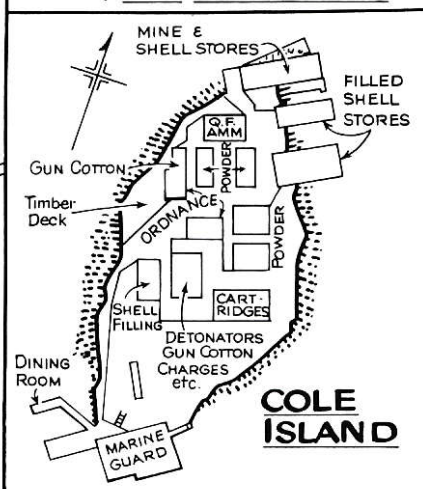
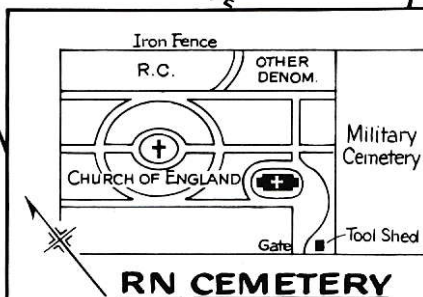
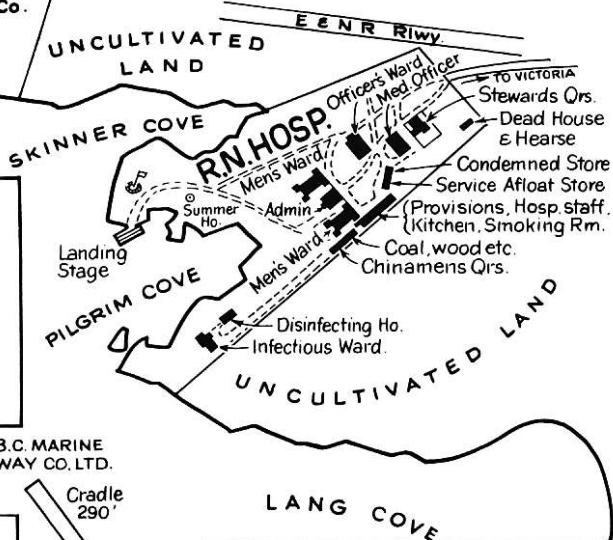
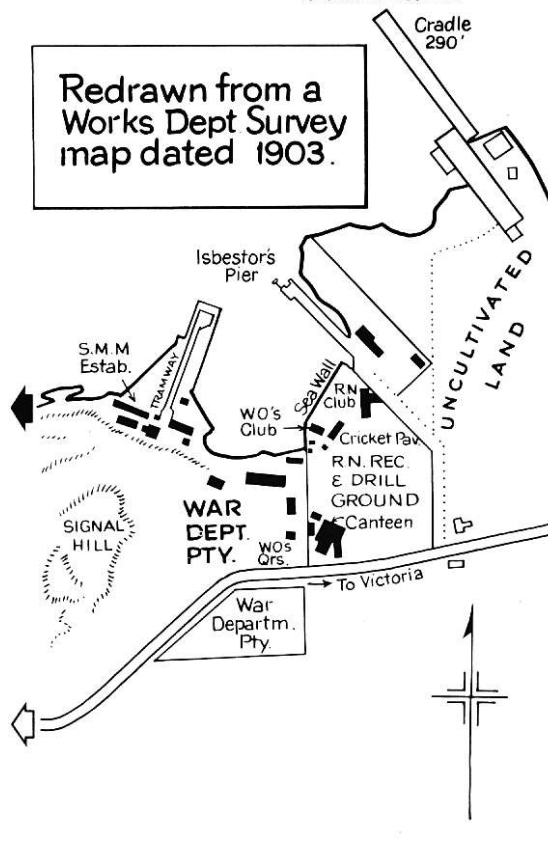


ESQUIMALT

H M NAVAL YARD HOSPITAL & OTHER NAVAL PROPERTY

THE B.C. MARINE
RAILWAY CO. LTD.

Redrawn from a
Works Dept Survey
map dated 1903.



Leaving the Saluting Base, we see on our right, the home of the Admiral, who is the Commander of the Maritime Forces on the Pacific Coast. Within this area were built the three "Crimean Huts" which were the beginnings of the Naval Establishment. Incidentally, these Huts constituted the original hospital of the Esquimalt Station and unfortunately are no longer in existence. The two northernmost huts served many purposes from the time of their construction until the time of their inevitable destruction in 1936 and 1939.

The southernmost hut was torn down in 1885 to make way for the red brick building that you now see. The date of the building is on the left of the doorway. Upon completion of building, the Station Naval Store Officer took up residence as did successive Store Officers until 1917 when the building became a sick-bay for cadets attending the Royal Naval College of Canada across the road. When the Naval College closed in 1922 the building remained empty until 1936 when Commander Beard, who held the position of Senior Naval Officer, RCN, Esquimalt Station, took up residence and began the colourful saga of "Admiral's House". It has remained the home of successive Admirals ever since, overlooking the grandeur of the Harbour, Royal Roads and the Straits of Juan de Fuca.



Upper photograph shows the original three "Crimean Huts" as built by the Hudson's Bay Company.

Lower photograph shows the two remaining "Huts" after the building of "Admirals House".

This area was also used for the storing of ammunition hence the cannons and shells in the pictures.





The oldest building in the Dockyard is the "Chief Engineers Residence". Completed in 1879, it is now the residence of the Base Commander who is also the Commander Technical Services Pacific.

Turning now towards the jetties, ships and Drydock, you will be interested to learn that our Pacific Fleet consists primarily of: Destroyer-Escorts, described as the most effective anti-submarine warships in the world; HMCS Provider, the 22,000 ton fleet replenishment ship; HMCS Rainbow, the Fleet training submarine; HMCS Oriole, the training yacht; Minesweepers and Gate Vessels, which serve as training ships; and a host of smaller auxiliary craft.

All of our ships are usually at sea on training cruises, coastal patrols and other operational assignments, and only at times like Christmas and New Year is there a relaxation of these training and vigilance exercises.

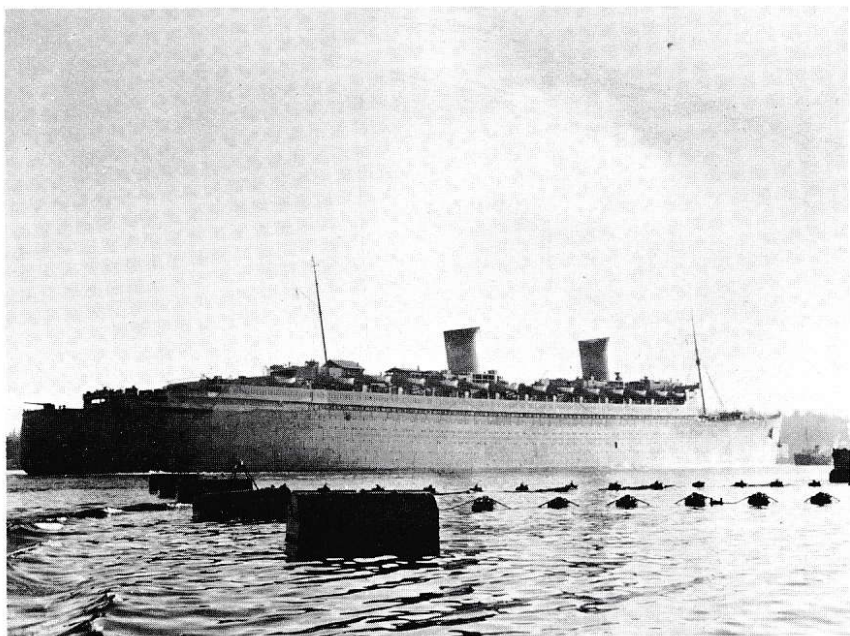
At the end of this roadway is one of the main jetties of the Dockyard. To your left and right are various shops, lending support to the largest one, on your left, which was once the Boatshed but is now the Rigging and Sail Loft. It is here that repairs and maintenance are carried out on small boats - whalers, cutters and others.

The jetty that we are now on is called "A" jetty; the first of three. HMCS Provider and the Command's Destroyer-Escorts are usually to be found here when in harbour.

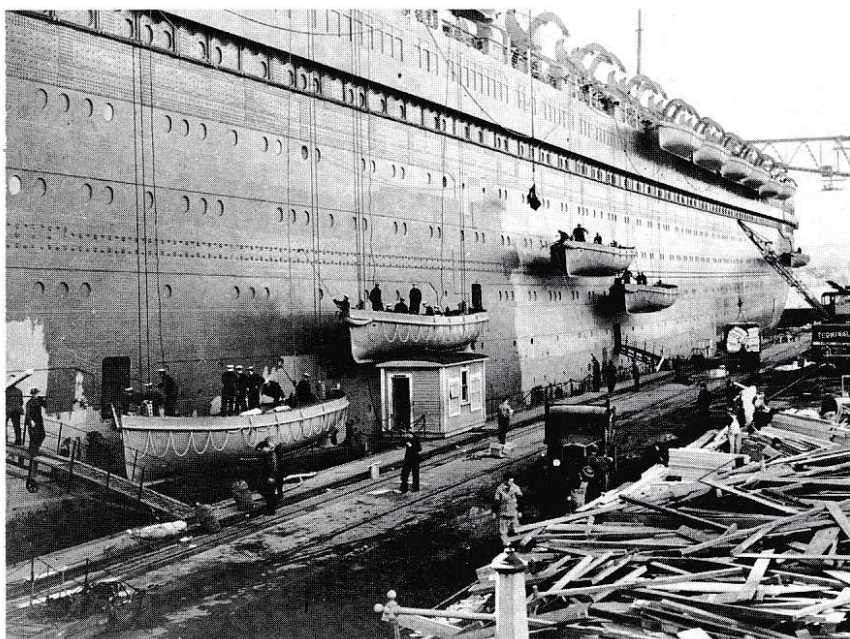
As we proceed down the jetty, you can see, across the Harbour, the Canadian Government Graving Dock. It is claimed that this Drydock was first promised to Victoria by the Federal Government in 1912. It was not until the post-war recession of 1919, however, that work was actually begun, spurred no doubt by the recommendations of Admiral Viscount Jellicoe of Scapa who arrived at Esquimalt to inspect the facilities for the purpose of recommending to the Government of Canada and Great Britain what changes would be required in the event of another World War.

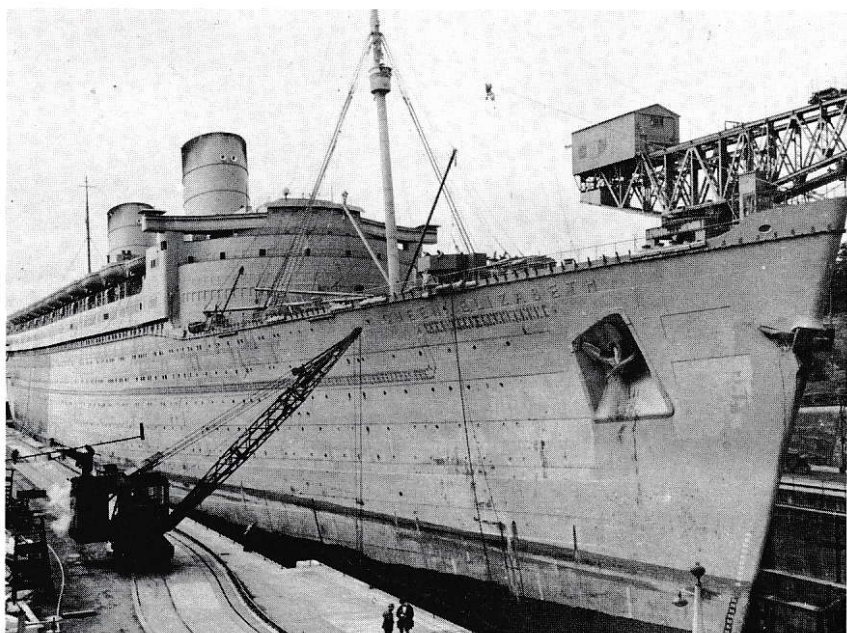
The project was of great benefit to local industries and in time reached as far east as Montreal for materials. Due to the improbability of the whole length of the Dock being required for one vessel it had been constructed so as to provide two intermediate stops at distances of 400 feet and 750 feet to allow for great flexibility in arranging for the docking of vessels. The construction of this Drydock was finally completed in 1927 and at that time, was the second largest in the world.

February 25, 1942 was to see the arrival of the Cunard-Royal Mail Ship "Queen Elizabeth" in Esquimalt Harbour. This 85,000 ton, 1,031 foot liner was to become one of Victoria's best kept secrets. The strictest possible security was urged by local naval authorities and so high a degree of cooperation was maintained that the Queen Elizabeth's clandestine stopover and the frenzy of activity at Esquimalt were never mentioned on a radio broadcast or in a newspaper article.

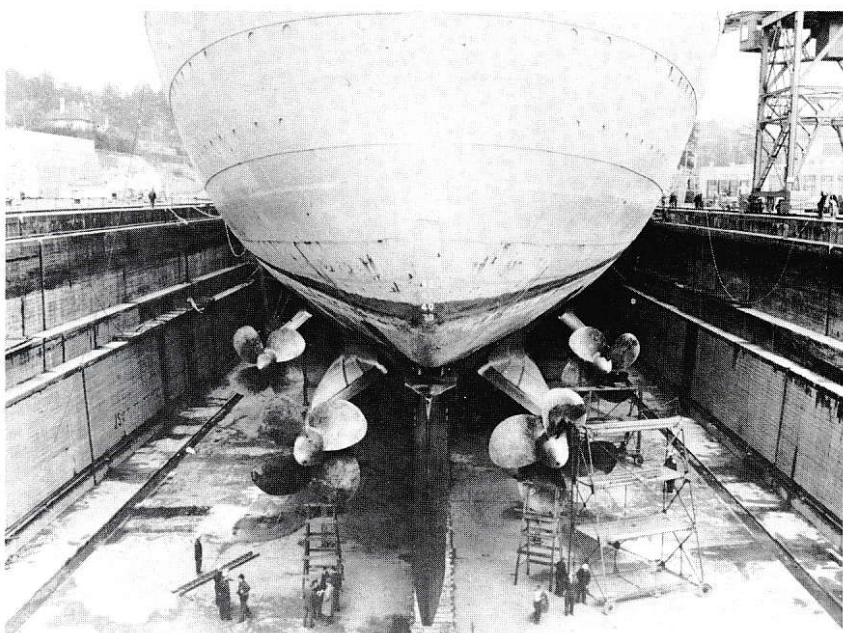


These photographs, taken by RCN photographers, were classified as secret until after the end of World War II.





Thousands of sailors, soldiers and workmen turned-to on a twelve day task of refitting the Queen Elizabeth into a troop-ship capable of carrying a full army division of 15,000 men.



Consideration is presently being given to widening the Drydock by 70 feet, in order that it may be able to dock the super tankers now plying the oceans. This will give Victoria the only facility in North America to accommodate these huge ships.

The buildings visible to the right of the Drydock are those of CFB Esquimalt (Naden), the training establishment of the Pacific Command. The land on which this Base now stands originally consisted of a number of huts and ten acres of land. It was used by the Royal Engineers from 1858 to 1862 as Headquarters and Barracks while surveying the boundary between the Colony of British Columbia and the United States of America (commonly known as the 49th parallel). On completion of the Survey, the land and the buildings were turned over to the Royal Navy to be used as a hospital, replacing the existing hospital on Duntze Head. In September of 1922 this area was to become the shore establishment HMCS Naden and the beginning of the training command. Of the original red brick Royal Navy Hospital buildings, only five are still standing and in use today.

Most of the training for officers, men and women of the Armed Forces is carried out in one or more of the fleet schools. One of these is the Fleet School at CFB Esquimalt. It is primarily responsible for professional training for the deck, weapons, operations, communications and engineering departments of ships and for professional training of women for certain shore establishments.



Upper picture: HMS Cormorant, the first ship to enter Esquimalt's First Graving Dock.

Lower picture: HMCS Ottawa one of Canada's modern Destroyer-Escorts in the same Drydock.



As we leave "A" jetty, we approach one of the best recognized of the Dockyard's landmarks - British Columbia's first drydock. The base was incomplete without a drydock to facilitate the repairs of ships. The only place in the North Pacific where ships-of-war could be properly overhauled was San Francisco. It was not desirable that the Royal Navy's Pacific Squadron should be dependent on a foreign port for repairs while such a splendid harbour in British territory was available.

Such a dock was advocated in 1876 by Rear-Admiral J.F. Hastings in a report to the Colonial Secretary at Victoria. When British Columbia became a province in 1871 matters relative to the Graving Dock were considered of sufficient importance to be included in the Terms of Union. Four years later the Province undertook the construction of the Graving Dock with the aid of subsidies from the Dominion and Imperial Governments. But the project was fraught with adversity. The contract had been carelessly drawn up and the total cost considerably underestimated, especially with regard to cement. The Provincial Government fell twice as a result, making political history in British Columbia. The struggle continued until 1883 when the Province finally passed the Graving Dock Transfer to the Dominion which undertook to complete and operate the Dock, repaying the Province the money already spent plus an additional sum.

The pumping system of the Drydock originally consisted of two five-by-four bucket pumps operated by two high pressure steam engines. These were built by James Watt and Company (of light bulb fame) in 1876.

The Drydock was first used on June 20, 1887 when the Royal Navy's sloop-of-war, HMS Cormorant, entered the Basin. It was in use continually until 1928 when the responsibility for the Drydock was turned over to the Canadian Naval Service by the Department of Public Works. At the time of the turnover of the Drydock, the caissons (Gates) were condemned, and the Basin was used only as a mooring facility until new caissons and pumping gear were installed in 1944. The frigate HMCS Coaticook was the first ship to re-enter the Drydock after its overhaul.

Although many ships have entered the Basin and have long since passed into the realm of history, the Drydock still continues in use as a variety of ships of the Command require refit and work which has to be done below their waterlines.

This Drydock having served the Dockyard faithfully for 84 years, only recently was given a name. On May 1st 1971 the Lieutenant Governor of British Columbia, Colonel the Honourable J.R. Nicholson PC, OBE, QC, LLD, LLB officially named it "The Naden Graving Dock". This was one of the many projects undertaken to commemorate the British Columbia Centennial 1971.

To the left and towards "C" jetty, you can see various machine shops, and engineering facilities, shipwright and boiler shops, and many others, all of which are operating to ensure first class upkeep and maintenance of our ships.

The small grey brick doorway that you see on your right is just one of a large number of blast shelters that were constructed throughout Naden and Dockyard areas during 1942-1943. Fortunately the occasion never arose to require their use for the purpose intended.

On your left and behind the Fire Station is the Ship Repair Administration building. This red brick ivy-covered building was constructed in 1940 as an Ordnance building. It was used in this capacity until 1958 when the new Armament Depot was constructed. Armament, as you can well imagine, is a very important part of military life. It is here, in the Armament Depot, that repairs and maintenance are carried out on all types of guns and other armament carried by ships of the Command.

Directly across the road from the Armament Depot are the Electronic and Electrical Workshops. It is in this building that repair and maintenance is carried out on all electronic / electrical equipment that is carried by our ships. The work done in this building is, usually, extensive repairs or overhauling that cannot be done by the user / maintainers who operate this equipment at sea. The compactness of the ships eliminates any possibility of moving large equipment while at sea, or carrying any major testing equipment.

Just behind building 141 are the Fairmile Floats. A large number of our auxiliary craft are located here, including SS Beaver, which was an auxiliary vessel converted into a replica of the "Beaver" for participation in the centenary activities in 1967. Other ships include the Gate Vessels, RCMP vessels, and other ships of this nature.

The area to the right is Signal Hill. This area includes the whole of the hill as well as the red brick buildings which we are now approaching. The buildings were originally built and used for storing provisions and equipment for the men who manned

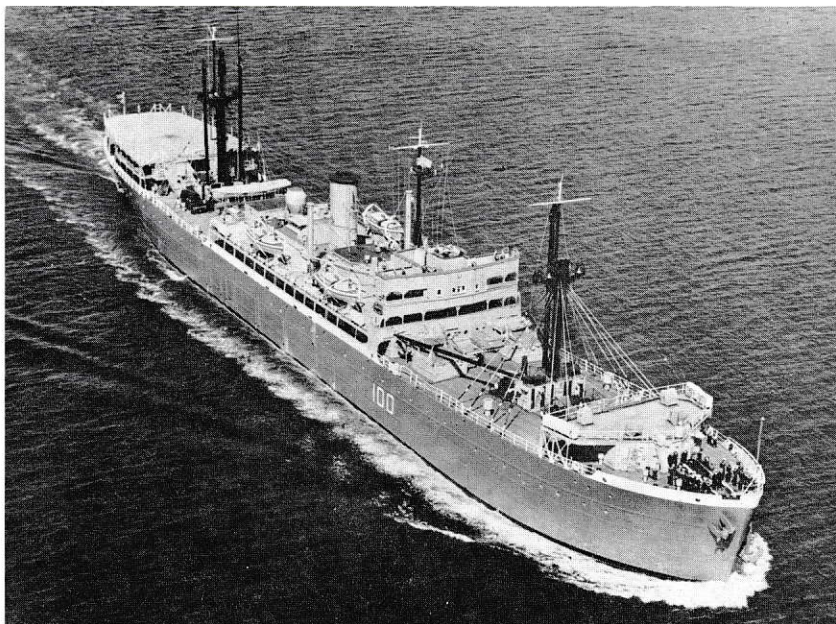
the big 9.2 -inch guns which sat on the top of the hill. With the removal of the guns to Albert Head Battery in 1939 these buildings then became available to the RCN to become part of the Dockyard.

Also in this area is the Department of Motor Transport, its offices, maintenance facilities and dispatcher. Also the ship-building firm of Yarrows Limited and the sand blasting facilities.

"C" Jetty, aside from its buildings and present-day activities, has a history all of its own.

Upon the general introduction of steam into the Navy the lack of a proper coal-store at this station was clearly recognized. In 1860 two large wooden sheds capable of holding 1,500 tons of coal were built on Thetis Island. This island was officially reserved for naval purposes in 1859, when its area was about half an acre in size. From 1880 to 1886, while building the First Drydock the excavated material was deposited in the space between Thetis Island and the mainland, thus making the one-time island now part of the mainland. A new iron-coal-store, capable of holding 10,000 tons, was gradually built between 1899 and 1903. These buildings have long since been absorbed into the Dockyard complex and have come to form what is now "C" jetty.

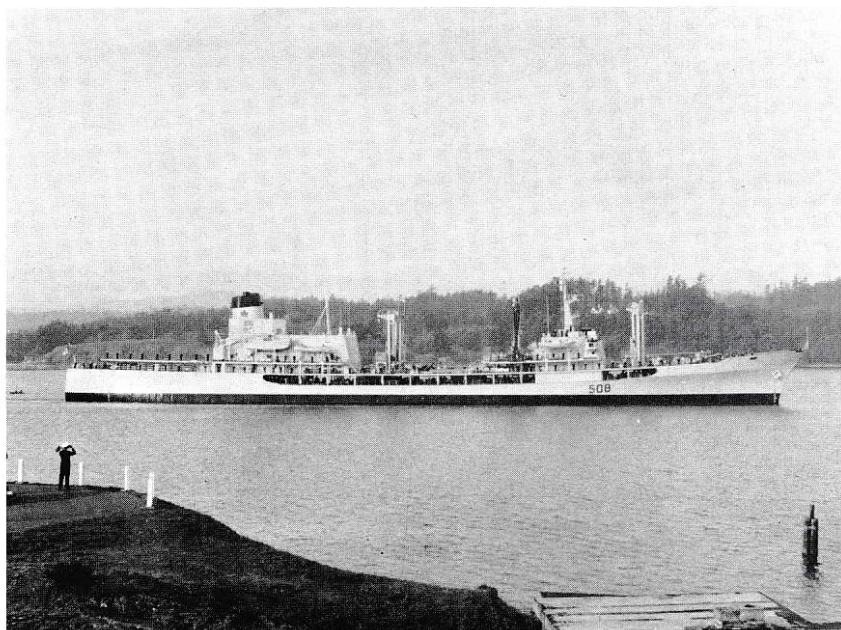
We are now approaching the Main Gate and the completion of our tour. It is the hope of the Maritime Command that we have been able to enlighten you as to our past and the present, and that you may now have a clearer picture of the work and facilities required to keep the Fleet in a state of readiness in times of war, and in times of peace.



ESCORT MAINTENANCE SHIP

The Canadian Armed Forces has two "Cape" class escort maintenance ships, HMCS Cape Breton and HMCS Cape Scott. These ships were converted and equipped to carry out maintenance and repairs to support the fleet at sea. Shortly after the introduction of the "Fleet Replenishment Ship", these ships were decommissioned. They are now used as alongside facilities for messing, training and living quarters.

Displacement:	8,580 tons (11,270 tons full load)
Dimensions:	Length 441', beam 57', draught 20'
Machinery:	Triple expansion, 1 shaft
Speed:	11 knots
Boilers:	2 Foster Wheeler
Complement:	24 Officers and 251 Men



FLEET REPLENISHMENT SHIP

HMCS Provider was built at Lauzon, Quebec, and commissioned for service on 28 September 1963.

The Provider, with her facilities for furnishing mobile support, enables units of the fleet to operate for extended periods at sea. She can pump fuel oil to other ships at a rate of 1,500 tons per hour while steaming at speeds in excess of 18 knots.

She is equipped with the latest sonar, radio and navigational equipment, electro-hydraulic deck winches, a helicopter landing platform, hangar and repair facilities and modern upper deck fuelling arrangements. She has 26 cargo tanks which hold 12,000 tons of fuel oil, 1,200 tons of diesel fuel and 1,000 tons of aviation gasoline plus storage for spare parts, ammunition and 250 tons of food.

Displacement:	22,000 tons (full load)
Dimensions:	Length 555', beam 76', draught 30'
Machinery:	Single screw, steam turbine
Boilers:	Water tube, automatically-controlled
Range:	5,000 miles at 20 knots
Crew:	15 officers and 156 men



RESTIGOUCHE CLASS DESTROYER-ESCORTS

The ships of this class are Canadian designed and constructed, and are considered among the most modern anti-submarine vessels in the world. There are two Restigouche class destroyer-escorts located on the East and West Coasts.

No.	Name	No.	Name
DDE 235	Chaudiere	DDE 257	Restigouche
DDE 236	Gatineau	DDE 258	Kootenay
Displacement:		2,366 tons (2,900 full load)	
Dimensions:		Length 366', beam 42', mean draught 13.5'	
Machinery:		Geared turbines, 2 shafts	
Speed:		28 knots	
Complement:		11 officers, 198 men	
Armament:		One twin 3-inch 70 calibre mounting.	
		One twin 3-inch 50 calibre mounting,	
		and two triple-barrel anti-submarine mortars and homing torpedoes.	

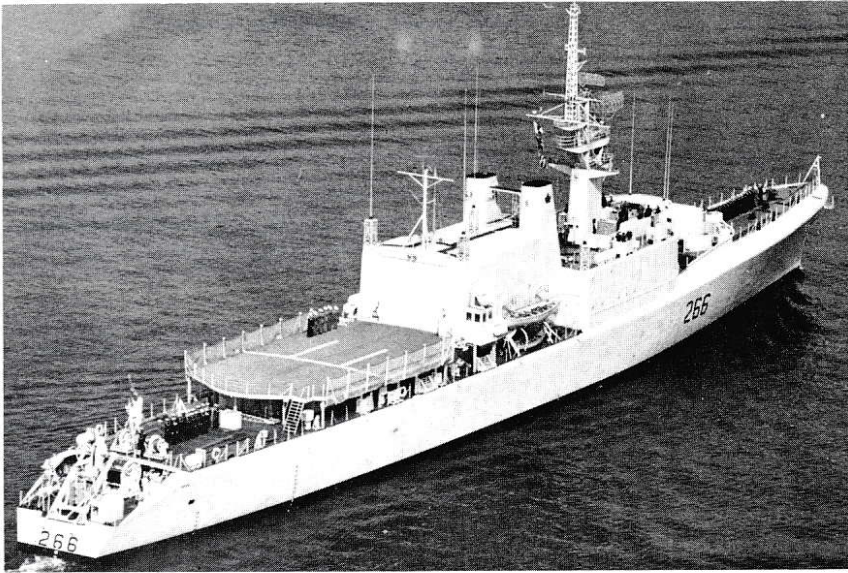


ST. LAURENT CLASS HELICOPTER DESTROYERS

The St. Laurent class conversion program entailed fitting the seven ships of the class with variable depth sonar and helicopter landing decks and hangars, along with a number of other improvements.

HMCS Assiniboine, (DDE 234) and HMCS St. Laurent, (DDE 205) were the first to be converted. The others are: Saguenay, (DDE 206), Ottawa (DDE 229), Skeena (DDE 207), Margaree (DDE 230), and Fraser (DDE 233).

Displacement:	2,263 tons (2,800 full load)
Dimensions:	Length 366', beam 42', mean draught 13' 2"
Machinery:	Geared turbines, two shafts
Speed:	28.5 knots
Boilers:	2 water tube
Complement:	11 officers, 198 men
Armament:	Twin 3-inch guns, triple-barrel anti-submarine mortar, homing torpedoes.



ANNAPOLIS CLASS HELICOPTER DESTROYERS

This class consists of HMC Ships Nipigon (DDE 266) and Annapolis (DDE 265). Possessing the same general hull configuration as the preceding 18 destroyer-escorts in Canada's post-war construction program, these warships also have a hangar and flight deck for operation of anti-submarine helicopters, and are fitted with the Canadian variagle depth sonar.

Dimensions:	Length 366'; beam 42', mean draught 13' 8"
Displacement:	2,925 tons (full load)
Speed:	28 knots
Machinery:	Geared turbines; 30,000 S.H.P.
Boilers:	2 water tube
Crew:	11 officers, 194 men
Armament:	Twin 3-inch gun mounting, triple barrel ASW mortar, homing torpedoes.



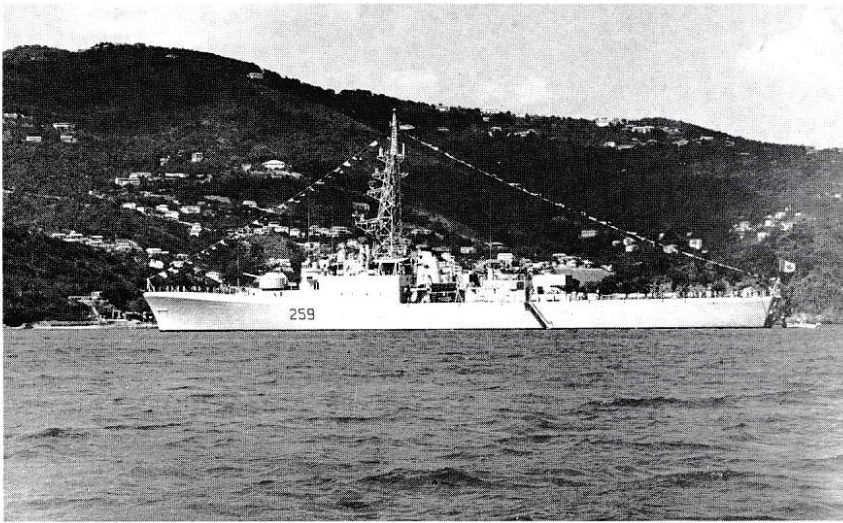
HMCS Assiniboine (DDH 234) with a Sea King (CHSS-2) helicopter over her flight deck.



MACKENZIE CLASS DESTROYER ESCORTS

HMCS Mackenzie, the first of this class was commissioned in October 1962, to be followed by "Saskatchewan", "Qu'Appelle" and "Yukon" in 1963. Canadian designed and constructed, they are considered among the most modern anti-submarine vessels in the world.

No.	Name	No.	Name
DDE 261	Mackenzie	DDE 263	Yukon
DDE 262	Saskatchewan	DDE 264	Qu'Appelle
Displacement:		2,366 tons (2,900 full load)	
Dimensions:		Length 366', beam 42', mean draught 13.5'	
Speed:		28 knots	
Machinery:		Geared turbines; 30,000 S.H.P.	
Boilers:		2 water tube	
Complement:		11 officers, 198 men	
Armament:		Twin 3-inch guns (70) and twin 3-inch 50 calibre gun mounting, triple-barrel anti-submarine mortars, homing torpedoes.	

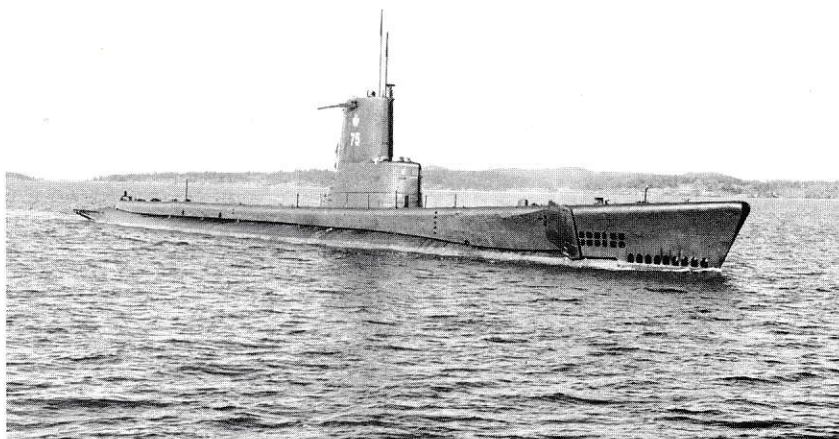


RESTIGOUCHE CLASS DESTROYER ESCORTS (CONVERTED)

The Restigouche class conversion program entails fitting the five ships of the class with increased firepower and anti-submarine detection capability.

HMCS Terra Nova (DDE 259) and HMCS Gatineau (DDE 236) were the first of the class to undergo conversion to equip the warships with new electrical apparatus, the anti-submarine warfare weapon ASROC and new improved detection equipment, which includes modern, Canadian designed sonar systems. The ships are 7 feet longer than their sister ships because their sterns were altered to accommodate the variable depth sonar.

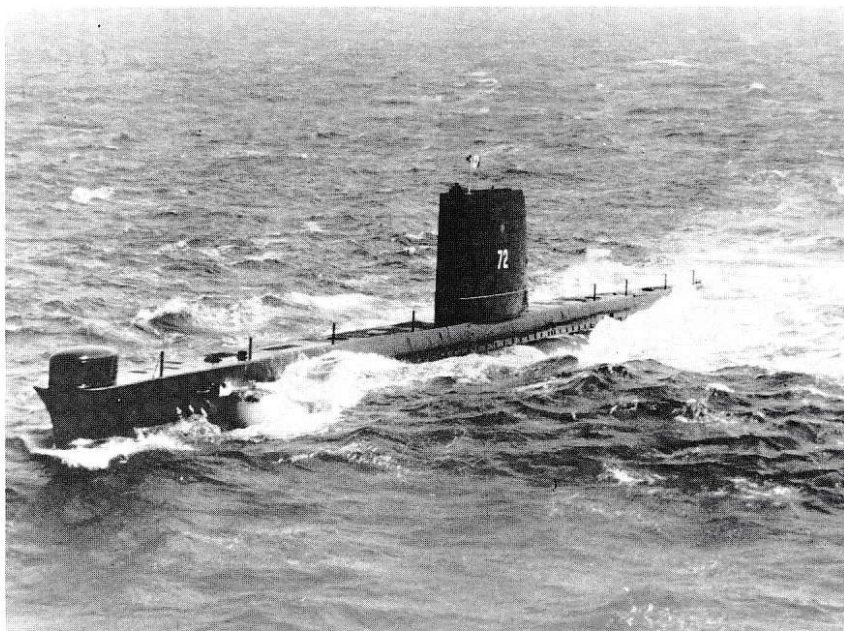
Displacement:	2,366 tons (2,900 full load)
Dimensions:	Length 381', Beam 42', Mean draught 13' 5"
Machinery:	Geared turbines, two shafts
Speed:	28 knots
Boilers:	Two water tubes
Complement:	11 officers, 198 men
Armament:	One twin 3-inch 70 gun. One triple-barrel anti-submarine mortar ASROC ASW weapon. Underwater control system and homing torpedoes.



TENCH CLASS SUBMARINE

HMCS Rainbow (SS 75), which was commissioned into the Canadian Armed Forces on December 2, 1968, is the former United States Navy Submarine Argonaut (SS 475). The Rainbow is based at Esquimalt and is used for anti-submarine training.

Displacement:	1,800 tons surfaced, 2,500 tons submerged
Dimensions:	311' long, 27' beam, 17' draught
Machinery:	Four diesel, 6,500 H.P. Four electric, 4,610 S.H.P.
Speed:	20 knots surface
Complement:	7 officers, 72 men
Armament:	Ten 21-inch torpedo tubes

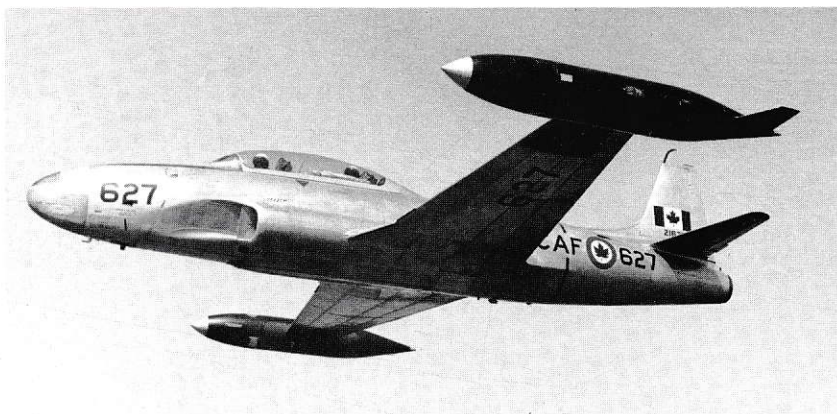


“O” CLASS SUBMARINES

The “O” class submarines are diesel-electric powered submarines built specifically for Canada in HM Dockyard, Chatham, England. They are fitted with modern detection equipment and armed with homing torpedoes.

HMCS Ojibwa (SS 72) was commissioned on September 23, 1965. HMCS Onondaga was commissioned on June 22, 1967, and HMCS Okanagan on June 22, 1968.

Displacement:	1,610 tons standard 2,410 submerged 2,030 surfaced
Dimensions:	Length 295¼', beam 26½', draught 18'
Armament:	Eight 21-inch tubes for homing torpedoes
Machinery:	Admiralty standard range electric drive diesels
Complement:	6 officers, 62 men



Crew:	1 pilot and 1 crewman	Dimensions: Length 36'
Endurance:	3½ hours or 1,400 miles	Wing span 38'
Speed:	400 knots (cruising)	Height 14'
Max. Gross Weight: 16,000 lbs.		Engine: Rolls Royce "Nene" 5,100 lbs. thrust.

T-33 SILVER STAR

The T-33 Silver Star is a two-place jet aircraft used by the Maritime Command primarily for the towing of radar-reflecting targets. These targets are used by ships at sea for gunnery practice. The aircraft is also used for radar tracking for ships' work-ups and calibration of radar and fleet utility work.

CFB Comox was officially constituted as an RCAF aerodrome in May 1943. It was a coastal command establishment from June 1944 until the end of the war.

Station Comox was re-activated as an Air Defence Command establishment in June 1952 and became the home base of 407 "Demon" Maritime Patrol Squadron. Since May 1968 the squadron, a unit of Maritime Command Pacific, has been equipped with the long range Argus anti-submarine patrol aircraft. Comox is also the operational base of CF 101 supersonic fighter-equipped 409 (AW) Squadron and 442 Communications and Rescue Squadron. The base is equipped with the most modern radar air traffic control facilities and is the site of a tactical air navigation transmitter. Its runways are designed to accommodate high speed interceptor aircraft.



A Sea King helicopter demonstrates the "Bear-trap" system for landing helicopters on the flight deck of a Maritime Command helicopter destroyer. The hovering helicopter lowers a thin wire which hauls back a heavier cable from the deck. The slack is taken up and the helicopter begins its descent as the cable is reeled in by the landing control officer on the deck. When the helicopter touches down, steel jaws clamp around the probe to secure any motion caused by rough seas.

CHSS-2 (SEA KING) ANTI-SUBMARINE HELICOPTER

An outstanding feature of the Sea King helicopter is its all-weather, day and night capability. Other characteristics include an automatic tail-folding device, winch-down equipment, hull shaped fuselage, high speed and an automatic hovering capacity. It is equipped with detection, navigation and weapons systems which enable it to search for, locate and destroy any modern submarine.

Crew:	4 (two pilots, two sonarmen)
ASW Endurance:	4 hours or 500 miles
Speed:	120 knots (cruising)
Gross Weight:	19,000 lbs. max.
Dimensions:	Fuselage length 54'9", width 7'1", height over-all 16'8"
Engines:	2 General Electric T-58-GE-8B twin turbines
Detection Equipment:	Sonar ranging set and self-contained navigation system.
Armament:	Homing torpedoes and depth bombs.

With the anti-submarine warfare equipment removed, the CHSS-2 can transport up to 25 troops internally or up to 4,000 lbs. externally.



CL 28 ARGUS

Built by "Canadair", the "Argus" is the best land-based anti-submarine aircraft in operation in the world today. Specifically designed to fulfill the ASW role, the aircraft is capable of long periods of ocean patrol duty, accommodating the latest Maritime surface and subsurface detection equipment, tactical co-ordination with naval surface craft on defensive manoeuvres, convoying and search-rescue operations.

Crew:	15 (3 pilots, 3 navigators, 2 flight engineers, 7 radio operators)
Endurance:	20 hours (normal operation)- Record time air-borne, 30 hrs.
Speed:	200 knots (cruising).
Gross weight:	157,000 lbs.
Dimensions:	Fuselage length 128'9½", wing span 142'3½", height 38'8".
Engines:	Four 3,700 H.P. Wright Cyclone R3350-EA1 turbo compound engines.
Armament:	Approximately 8,000 lbs in two bomb bays. Missiles, rockets, depth charges and practice bombs can be carried.



CS2F TRACKER ANTI-SUBMARINE AIRCRAFT

Built by DeHavilland Aircraft (Toronto), the Tracker is an all-weather, twin engine aircraft equipped with latest electronic devices for navigation and detection of submarines. The aircraft carries depth bombs and torpedoes.

Crew	Four
Endurance:	7.5 hours or 1,000 miles
Speed:	Search speed 140 knots, maximum, 224 knots
All-Up Weight:	24,500 lbs.
Dimensions:	69' wing span, 42' length
Engines:	2 Wright 983C9HE1 nine cylinder air cooled radial, single speed supercharge.
Equipment:	Radar, sonobouys, magnetic anomaly detector (MAD), explosive Echo Ranging, searchlight, electronic counter measures equipment.



LABRADOR HELICOPTER

The Labrador (CH 113) is a twin turbine powered, tandem rotor helicopter capable of performing passenger, cargo or rescue missions. For sea rescue operations, the helicopter is amphibious. It can accommodate 26 passengers or 15 stretchers. The aircraft, which has an endurance of five hours, is equipped with a cargo sling beam and hook, towing capability and rescue hoist. An all-weather operation feature is rotor blade de-icing.

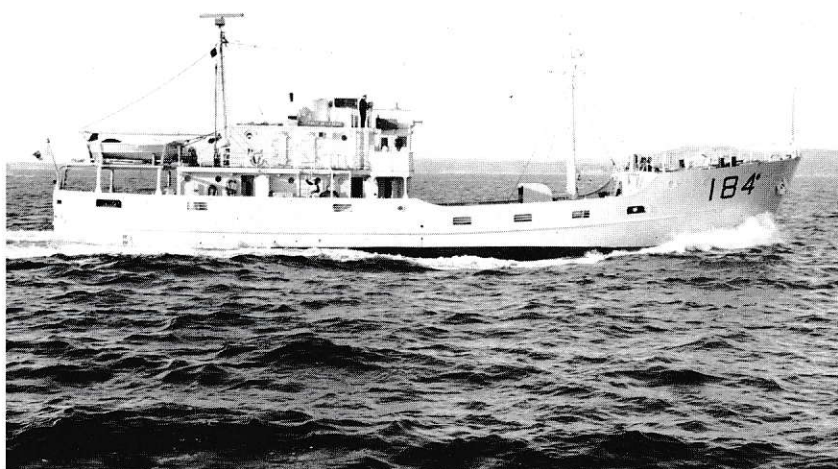
Crew:	Three
Endurance:	5 hours or 750 miles
Speed:	130 knots (cruising)
Max. Gross Weight:	21,400 lbs.
Fuselage Length:	Length 44' 7"
Rotor Diameter:	50'
Power Plant:	2 T-58-GE-8B turbine engines producing 1,250 h.p. each.



BAY CLASS MINESWEEPERS

These minesweepers are diesel-powered and equipped with minesweeping and navigational equipment. Aluminum is used extensively in construction. They have wooden hull planking on aluminum alloy framing and the super-structure is of aluminum alloy. This construction provides a saving in top-weight, permitting an increase in space available for equipment and quarters.

No.	Name
MSC 159	Fundy
MSC 160	Chignecto
MSC 161	Thunder
MSC 162	Cowichan
MSC 163	Miramichi
MSC 164	Chaleur
Displacement:	390 tons
Dimensions:	Length 152', beam 28'
Machinery:	2 GM V-12 diesels
Speed:	16 knots
Complement:	42 officers and men



PORTE CLASS GATE VESSELS

Of trawler design, the Porte Class Gate Vessels are multi-purpose vessels which can be used for operating gates in anti-submarine booms at harbour entrances, as fleet auxiliaries, as anti-submarine netlayers for entrances to defended harbours. They can also be fitted with minesweeping gear.

No.	Name
YMG 184	Porte de la Reine
YMG 185	Porte Quebec
Displacement:	465 tons
Dimensions:	Length 125' 6"
	Beam 28'
	Draught 13'
Speed:	11 knots
Machinery:	Diesel 600 B.H.P., single shaft.
Complement:	3 officers, 30 men



SIKORSKY (HO4S-3) HELICOPTER

This versatile aircraft is used by the Canadian Armed Forces primarily for helicopter advanced training. The helicopter is also used for search and rescue and fleet requirements including communications flights, torpedo spotting, photography and radar calibration. Hundreds of rescue and mercy missions have been flown by this type of helicopter since its introduction into the RCN in 1952.

Crew:	4 (2 pilots and 2 crewmen)
Endurance:	3½ hours or 300 miles
Speed:	85 knots (cruising)
Max. Gross Weight:	7,750 lbs.
Dimensions (blades folded):	Length 42', height 18'4", width 11' 6".
Engine:	Wright R-1300 9 cylinder.

*Research and collection of photographs by CPL(s) M. A.
GRACEWOOD, C.A.F.*

Published in
Victoria, British Columbia
Canada

by



©
INFORMATION CANADA
OTTAWA, 1971